

Additional Sporting News

LARGE CROWD SEES RACING AT LAGOON

Admiration Day and Good Weather Attract Many to Pretty Race Course.

BOOKS LOSE HEAVILY

Every Winner of the Day Well Played by Public and Experts.

Bright and pleasant weather and a good racing card attracted the largest attendance of the present meeting to Lagoon yesterday. A large number of members of the fair were present, it being the first day of the fall season. Not a close finish marked the day's racing, the winners proving much the best of their fields. The talent was in excellent form, picking a majority of the winners. The longest priced winner of the day was Gerde, in the first race, which closed at 3 to 1. The bookmakers had much the worse of the daily bout.

The riding talent was reinforced yesterday by the arrival of Grand Gargan, Jockey and Trainer. Grand accepted several mounts, but after riding Force in the third race he became ill and had to be carried to the clubhouse. He is expected to be seen in the saddle today.

More horses reached the track yesterday and a number of good ones will arrive next week following the close of the fair. Salvage looked to be in a soft spot in the opening race and was well played, being backed from even money to close at 1 to 1. Gerde was also well supported, closing at 3 to 1. Gold Point was not lacking for friends. Salvage again went to the front at the start and led to the winning easily, but again was badly ridden by the jockey. Gerde, all ways close to the leader, assumed command at the head of the stretch and won easily by five pounds over Salvage. Ben Greenleaf found company in the early stages of the race, and making his own pace, lashed it out to win by nearly two lengths. Beltsniker, who had been in the lead, was overtaken and beat Melts a length from the place. The latter tried from the start to the finish, but was not able to keep up with the winner. Pair Louise ran disappointingly.

TRIBUNE RACING FORM CHART

Compiled by P. Clark. Published by Mrs. F. H. D. Skinner. C. C. Hopper, Racing Judge.

LAGOON, Utah, Friday, October 11, 1912. Fifth Day. Weather clear. Track heavy.

FIRST RACE—Five furlongs. Selling. Three-year-olds and upward. Net value to winner \$200, second \$55, third \$15.

| Horse | Wt. | St. | M. | J. | Str. | Fin. | Jockey | Op. | Cl. |
|---------------|-----|-----|----|----|------|------|---------|-----|-----|
| Salvage | 110 | 1 | 1 | 1 | 1 | 1 | McBride | 1 | 1 |
| Gold Point | 110 | 2 | 2 | 2 | 2 | 2 | McBride | 2 | 2 |
| Gerde | 110 | 3 | 3 | 3 | 3 | 3 | McBride | 3 | 3 |
| Beltsniker | 110 | 4 | 4 | 4 | 4 | 4 | McBride | 4 | 4 |
| Pair Louise | 110 | 5 | 5 | 5 | 5 | 5 | McBride | 5 | 5 |
| Ben Greenleaf | 110 | 6 | 6 | 6 | 6 | 6 | McBride | 6 | 6 |

At post 4 minutes. Off at 2:04. Time—24.8. Salvage 1st place, 2nd place, 3rd place. Gerde 1st place, 2nd place, 3rd place. Beltsniker 1st place, 2nd place, 3rd place. Pair Louise 1st place, 2nd place, 3rd place. Ben Greenleaf 1st place, 2nd place, 3rd place.

SECOND RACE—Six furlongs. Selling. Three-year-olds and upward. Net value to winner \$200, second \$55, third \$15.

| Horse | Wt. | St. | M. | J. | Str. | Fin. | Jockey | Op. | Cl. |
|---------------|-----|-----|----|----|------|------|---------|-----|-----|
| Salvage | 110 | 1 | 1 | 1 | 1 | 1 | McBride | 1 | 1 |
| Gold Point | 110 | 2 | 2 | 2 | 2 | 2 | McBride | 2 | 2 |
| Gerde | 110 | 3 | 3 | 3 | 3 | 3 | McBride | 3 | 3 |
| Beltsniker | 110 | 4 | 4 | 4 | 4 | 4 | McBride | 4 | 4 |
| Pair Louise | 110 | 5 | 5 | 5 | 5 | 5 | McBride | 5 | 5 |
| Ben Greenleaf | 110 | 6 | 6 | 6 | 6 | 6 | McBride | 6 | 6 |

At post 4 minutes. Off at 2:04. Time—24.8. Salvage 1st place, 2nd place, 3rd place. Gerde 1st place, 2nd place, 3rd place. Beltsniker 1st place, 2nd place, 3rd place. Pair Louise 1st place, 2nd place, 3rd place. Ben Greenleaf 1st place, 2nd place, 3rd place.

THIRD RACE—Five furlongs. Selling. Three-year-olds and upward. Net value to winner \$200, second \$55, third \$15.

| Horse | Wt. | St. | M. | J. | Str. | Fin. | Jockey | Op. | Cl. |
|---------------|-----|-----|----|----|------|------|---------|-----|-----|
| Salvage | 110 | 1 | 1 | 1 | 1 | 1 | McBride | 1 | 1 |
| Gold Point | 110 | 2 | 2 | 2 | 2 | 2 | McBride | 2 | 2 |
| Gerde | 110 | 3 | 3 | 3 | 3 | 3 | McBride | 3 | 3 |
| Beltsniker | 110 | 4 | 4 | 4 | 4 | 4 | McBride | 4 | 4 |
| Pair Louise | 110 | 5 | 5 | 5 | 5 | 5 | McBride | 5 | 5 |
| Ben Greenleaf | 110 | 6 | 6 | 6 | 6 | 6 | McBride | 6 | 6 |

At post 4 minutes. Off at 2:04. Time—24.8. Salvage 1st place, 2nd place, 3rd place. Gerde 1st place, 2nd place, 3rd place. Beltsniker 1st place, 2nd place, 3rd place. Pair Louise 1st place, 2nd place, 3rd place. Ben Greenleaf 1st place, 2nd place, 3rd place.

FOURTH RACE—Five furlongs. Selling. Three-year-olds and upward. Net value to winner \$200, second \$55, third \$15.

| Horse | Wt. | St. | M. | J. | Str. | Fin. | Jockey | Op. | Cl. |
|---------------|-----|-----|----|----|------|------|---------|-----|-----|
| Salvage | 110 | 1 | 1 | 1 | 1 | 1 | McBride | 1 | 1 |
| Gold Point | 110 | 2 | 2 | 2 | 2 | 2 | McBride | 2 | 2 |
| Gerde | 110 | 3 | 3 | 3 | 3 | 3 | McBride | 3 | 3 |
| Beltsniker | 110 | 4 | 4 | 4 | 4 | 4 | McBride | 4 | 4 |
| Pair Louise | 110 | 5 | 5 | 5 | 5 | 5 | McBride | 5 | 5 |
| Ben Greenleaf | 110 | 6 | 6 | 6 | 6 | 6 | McBride | 6 | 6 |

At post 4 minutes. Off at 2:04. Time—24.8. Salvage 1st place, 2nd place, 3rd place. Gerde 1st place, 2nd place, 3rd place. Beltsniker 1st place, 2nd place, 3rd place. Pair Louise 1st place, 2nd place, 3rd place. Ben Greenleaf 1st place, 2nd place, 3rd place.

FIFTH RACE—Five furlongs. Selling. Three-year-olds and upward. Net value to winner \$200, second \$55, third \$15.

| Horse | Wt. | St. | M. | J. | Str. | Fin. | Jockey | Op. | Cl. |
|---------------|-----|-----|----|----|------|------|---------|-----|-----|
| Salvage | 110 | 1 | 1 | 1 | 1 | 1 | McBride | 1 | 1 |
| Gold Point | 110 | 2 | 2 | 2 | 2 | 2 | McBride | 2 | 2 |
| Gerde | 110 | 3 | 3 | 3 | 3 | 3 | McBride | 3 | 3 |
| Beltsniker | 110 | 4 | 4 | 4 | 4 | 4 | McBride | 4 | 4 |
| Pair Louise | 110 | 5 | 5 | 5 | 5 | 5 | McBride | 5 | 5 |
| Ben Greenleaf | 110 | 6 | 6 | 6 | 6 | 6 | McBride | 6 | 6 |

At post 4 minutes. Off at 2:04. Time—24.8. Salvage 1st place, 2nd place, 3rd place. Gerde 1st place, 2nd place, 3rd place. Beltsniker 1st place, 2nd place, 3rd place. Pair Louise 1st place, 2nd place, 3rd place. Ben Greenleaf 1st place, 2nd place, 3rd place.

SIXTH RACE—Five furlongs. Selling. Three-year-olds and upward. Net value to winner \$200, second \$55, third \$15.

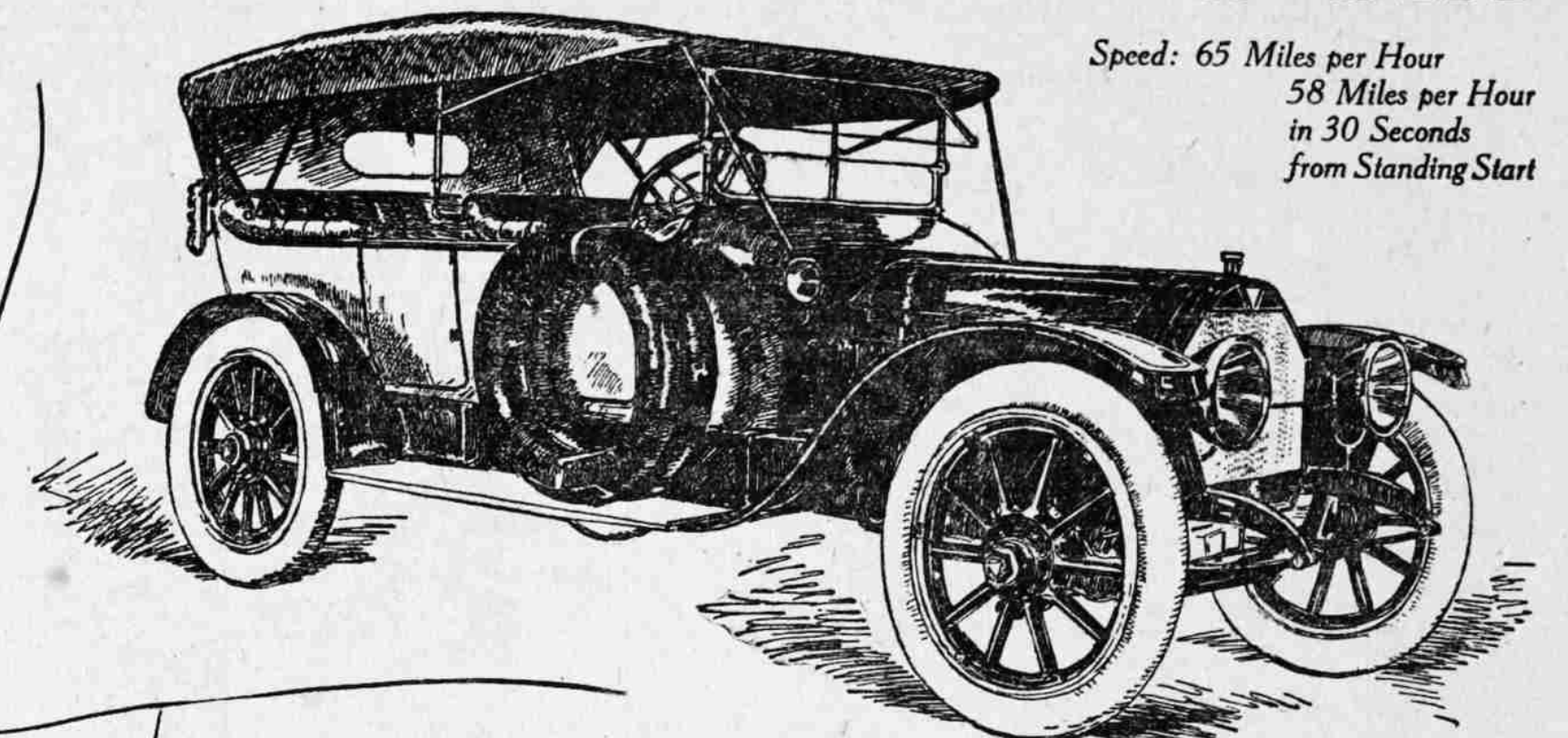
| Horse | Wt. | St. | M. | J. | Str. | Fin. | Jockey | Op. | Cl. |
|---------------|-----|-----|----|----|------|------|---------|-----|-----|
| Salvage | 110 | 1 | 1 | 1 | 1 | 1 | McBride | 1 | 1 |
| Gold Point | 110 | 2 | 2 | 2 | 2 | 2 | McBride | 2 | 2 |
| Gerde | 110 | 3 | 3 | 3 | 3 | 3 | McBride | 3 | 3 |
| Beltsniker | 110 | 4 | 4 | 4 | 4 | 4 | McBride | 4 | 4 |
| Pair Louise | 110 | 5 | 5 | 5 | 5 | 5 | McBride | 5 | 5 |
| Ben Greenleaf | 110 | 6 | 6 | 6 | 6 | 6 | McBride | 6 | 6 |

At post 4 minutes. Off at 2:04. Time—24.8. Salvage 1st place, 2nd place, 3rd place. Gerde 1st place, 2nd place, 3rd place. Beltsniker 1st place, 2nd place, 3rd place. Pair Louise 1st place, 2nd place, 3rd place. Ben Greenleaf 1st place, 2nd place, 3rd place.

SEVENTH RACE—Five furlongs. Selling. Three-year-olds and upward. Net value to winner \$200, second \$55, third \$15.

| Horse | Wt. | St. | M. | J. | Str. | Fin. | Jockey | Op. | Cl. |
|---------------|-----|-----|----|----|------|------|---------|-----|-----|
| Salvage | 110 | 1 | 1 | 1 | 1 | 1 | McBride | 1 | 1 |
| Gold Point | 110 | 2 | 2 | 2 | 2 | 2 | McBride | 2 | 2 |
| Gerde | 110 | 3 | 3 | 3 | 3 | 3 | McBride | 3 | 3 |
| Beltsniker | 110 | 4 | 4 | 4 | 4 | 4 | McBride | 4 | 4 |
| Pair Louise | 110 | 5 | 5 | 5 | 5 | 5 | McBride | 5 | 5 |
| Ben Greenleaf | 110 | 6 | 6 | 6 | 6 | 6 | McBride | 6 | 6 |

The "54" HUDSON—a "SIX"



Speed: 65 Miles per Hour
58 Miles per Hour
in 30 Seconds
from Standing Start

The Answer Is Here

to that oft asked question: "What will Howard E. Coffin do when he builds a 'Six?'"

The "54" HUDSON is Mr. Coffin's reply to the most frequently asked question heard since the beginning of six-cylinder cars.

The car is here now. Experts who have driven the "54" through mountains, over long tours, in both winter and summer, and who have observed its ideal smoothness and flexibility, claim it to have no superior in any automobile, regardless of make or cost.

Many owners of the highest priced cars have remarked after examining and riding in the "54" that it is foolish for anyone to pay more for an automobile than it sells for, no matter what demands they have or how fastidious they may be.

The surprise to all motorists is that Mr. Coffin developed the "54" HUDSON along entirely different lines from those he had followed in designing his four-cylinder cars.

He is too shrewd a designer to attempt such a departure unaided. Before starting his "Six" he built up his Board of 48 Expert Engineers. Then they all worked together for two years—until every man agreed that this was the best he knew.

Came from Everywhere

Gathered from everywhere, possessing the training and experience acquired in 97 factories, some of them in Europe, these men have helped to build more than 200,000 automobiles.

Mr. Coffin wanted his six-cylinder to be a wonderful car. He knows, as well as anyone knows, the limit of any one man's ability. He knows there is much in six-cylinder cars that four-cylinder experience has not taught. So he went after the men who had done the most as six-cylinder designers.

Where One-Man Cars Fall Short

No man need be told that Howard E. Coffin leads all in building four-cylinder cars. No other designer has built as many successful automobiles. But the mastery of cars of the four-cylinder type is no indication that the man is master of the six.

Many a designer has learned that to his sorrow. Six-cylinder cars have wrecked splendid reputations built up by years of four-cylinder accomplishment.

Adding Two Cylinders Won't Make A Good Six

Very few designers have been able to get in excess of 30 percent increased power from their six-cylinder motors of the same bore and stroke as used in their "four." Although they have added 50 percent to the piston displacement, have practically doubled the gasoline and oil consumption, have increased the weight and have made the car more costly to operate, many sixes have failed entirely to develop that flexible smoothness for which sixes are really built.

Thus is shown the shortcomings of the one-man idea of designing. When one man dominates in the designing of an automobile, it expresses his ability and his limitations. Every man is over-developed in one way or another. Every man is good at one thing and not so good at other things. No man is perfectly balanced and no machine designed by any one man can be more rounded toward perfection than can be the ability and experience of the man who designed it.

This Not a One-Man Nor a One-Idea Car

But with 48 men, all concentrating on one car, not much is apt to be overlooked. No one man dominates. Each individual is a specialist in some branch of the work at which no one of his associates is quite his equal.

Consequently the "54" HUDSON is thoroughly proportioned.

It is not merely a "Six" which is made so by the addition of two cylinders to a good four cylinder car.

It has power. But its power is not abnormal in proportion to its other parts. It has beauty. But

no detail of its mechanical design is overlooked. It is completely equipped. Every detail that adds to comfort and luxury is included, but this is not done with the idea of attracting sales or through skimping in any other direction.

Each Supreme at His Work

Each expert is supreme in the work at which he leads. A badly proportioned car would be impossible under such methods of designing. Imagine the completeness of a car designed under such conditions. There are specialists among these 48 men, some of whom know nothing of motor designing. Their forte is in other directions. They have been gathered from everywhere.

The one-man car, no matter who built it—even though it were Howard E. Coffin himself—cannot be its equal, for no one man can ever possess the skill and experience these men combined possess.

But just as trained soldiers under proper generalship become a fighting machine of greater efficiency than are those same men without direction, so Howard E. Coffin by his inspiration and guidance brought out of his 47 associates work of which they are incapable under other conditions.

All that years of experience has taught in all the leading factories in all types of motor car construction, is represented by these 48 men.

This you can recognize when you examine the car, even though you know nothing of automobile designing. You can sense the distinction, for it is expressed in every line—in the case of the seats, in the purr of the motor, in its instant and powerful responsiveness, in the smoothness of its riding.

It gives an entirely different sensation from that experienced in other cars. Nothing short of actual demonstration is sufficient to convey an impression of the smooth, gliding sensation of comfort and safety you feel in riding in the "54" HUDSON.

Electric Self-Cranking—Electrically Lighted

Comfort

Modern automobile designing is tending toward comfort and convenience. The time was when people were willing to put up with a great deal of inconvenience in their automobiling. They realized that a 150-mile drive in a day was fatiguing. Unless he was particularly robust, the driver hardly felt like covering a similar distance the next day. His passengers usually were tired and cross at the end of the day's journey.

But in the HUDSON every known development looking toward easy riding qualities is incorporated.

The upholstery is 12 inches deep—Turkish type. You sink down into it and lounge restfully in its softness as you rest in a favorite chair. The springs are flexible, bodies rigid and well proportioned. There is roominess in the tonneau and in front.

Completeness

The regular equipment includes an electric self-starter which, by the touching of a button and the pressure of a pedal starts the motor 100 times out of 100 trials. It is 100 percent sure.

Electric lights are operated from a generator, also a part of the self-cranking arrangement. They project a brilliant light for a much greater distance than gas, and are controlled from the driver's seat.

The windshield has a rain vision arrangement which permits driving in a blinding rain with clear vision for the driver and with full protection to the occupants of the front seat. The windshield is made integral with the body.

The very appearance and feel of the "54" express its quality. A gauge indicates the flow of oil through the crank case. The oil itself is not seen. A hand records that proper lubrication is being given to all parts, and another gauge indicates the supply of gasoline. There is a speedometer and clock. All these are illuminated. The condition of the car and its supplies, both day and night, are at the immediate observation of the driver.

Demountable rims and big tires—36" x 4 1/2"—minimize all tire cares. Tire holder, tools and every item of convenience are also included.

Get-Away—Speed—Power

From a standing start, the "54" HUDSON will attain in 30 seconds a speed of 58 miles an hour. That indicates its get-away.

What other car do you know will do as well? On the Speedway at Indianapolis, a stock car, fully equipped, having two extra tires and hauling four passengers, top down and glass windshield folded, traveled ten miles at the rate of 62 1/2 miles an hour. This is marvelous when you consider that only twelve months ago a \$500 prize was offered to the stock touring car similarly equipped that would do one mile in one minute flying start on that track. Several well-known racing drivers pronounced the "54" HUDSON the fastest stock touring car built.

It was not planned as a speed car, but as an ideal automobile for every requirement. It will go as slowly as 2 1/2 miles an hour on high and fire evenly on all six cylinders. It will jump to 58 miles an hour within 30 seconds from a standing point. There is more speed in the "54" HUDSON than any driver, except an expert, traveling over a protected and absolutely cleared course, should ever demand of it.

The Chassis is Simple

There are but two grease cups on the motor. Other lubricating points throughout the chassis are just as accessible.

Consider the importance of choosing a car complete in every detail. In your selection of an automobile it is important that not one item of its design and construction has been overlooked.

It is equally apparent that no one man is so infallible that he is not apt to make mistakes. The safeguard against error is in having many experts design the car. What one overlooks or is unable to accomplish, an associate corrects or is able to do.

These 48 men, each a specialist in his line, have put into the car all that they have learned elsewhere. Can you imagine their leaving anything undone in a car they combined in building?

And can you think it possible that anyone is likely to soon produce anything that these men have not already anticipated and that is not already on the "54" HUDSON?

If you do not know the name of the HUDSON dealer nearest you, write us. We will arrange a demonstration that will give you a new meaning of automobile service.

If you are interested in automobiles it will pay you to have your name on our mailing list. Send us your address.

Electric Self-Cranking. Automatic. Will turn over motor 30

times. Powerful enough to pull car with load. Free from complicated mechanism. Simple. Positively effective.

Electric Lights. Brilliant head lights. Side lights. Tail lamp. Illuminated dash. Extension lamp for night work about car. All operated by handy switch on dash.

Ignition. Integral with electric cranking and electric lighting equipment. Gives magnet spark. Known as Delco Patented System, the most effectively efficient yet produced.

Power. Six cylinders—in blocks of three. Long stroke. New type, self-adjusting multiple jet carburetor. High efficiency. Great economy. 58 horsepower, brake test. 64 horsepower at 1500 revolutions per minute.

Speedometer and Clock. Illuminated face. Magnetic construction. Fewest bearings. Eight-day keyless clock.

Windshield. Rain vision and ventilating. Not a makeshift. Not an attachment. A part of the body.

Upholstering. 12 inches deep. Highest development of automobile upholstery. Turkish type. Soft, flexible, resilient. Comfortable position. Hands-buffed leather.

Demountable Rims. Latest type. Light. Easily removed. Carry 36" x 4 1/2" tires—heavy car type. Extra rim. Four Lincoln or Goodyear. Graciously fine. Well fitted. Storm curtains. Dust envelope.

Bodies. Note illustration. Deep, low, wide and comfortable. You sit in the car—not on it. High backs. Graciously fine. All finished according to best coach-painting practices. 21 coats—varnish and color.

Nickel trimmings throughout.

Gasoline Tank. Gasoline is carried in tank at rear of car. Simple, effective, with two pound pump pressure. Keeps constant supply in carburetor either going up or down hill. Magnetic gasoline gauge continually indicates gasoline level.

Bearings. All roller bearings, thoroughly tested. Latest type. Wheel base, 127 inches.

Rear Axle. Pressed steel. Pull adjustable, full floating. Large bearings. Heat-treated nickel steel shafts. Easily disassembled. An item which indicates the simplicity and get-at-ability of the entire car.

Simplicity. The HUDSON standard of simplicity is maintained. Every detail is accessible. There is no unnecessary weight. All oiling places are convenient. Every unit is so designed that it can be quickly and easily disassembled. Think what an advance this is over even the previous HUDSON—the "33"—the "Car with 1000 less parts."

Models and Prices. Five-Passenger Touring. Torpedo, Two Seater. Roadster—\$2450. Four-Passenger Sedan—\$2750. Touring Car. \$3150 additional. Limousine, 7-passenger. \$3750. Coupe, 3-passenger. \$2950. Extra open bodies furnished with Touring Car. Price quoted on request.

The Hudson "37"—The four-cylinder masterpiece with the same high quality of finish and equipment as is used on the "54" is \$1875. c. b. Delivered in the city. It is furnished in models of 4-passenger Touring Car, Torpedo and 2-passenger Roadster. See it also.

The Tom Botterill Automobile Co.

3642 State Street.

"BOTTERILL SERVICE."

Phones—Wasatch 3252 and 4057.

NOTICE OF SPECIAL MEETING

Of Stockholders of Castle Valley Coal Company.

To the stockholders of Castle Valley Coal Company:

Notice is hereby given that a special meeting of the stockholders of the Castle Valley Coal Company, a corporation organized and existing under and by virtue of the laws of Wyoming, is hereby called to be held at the office of the company in the court house block in the town of Evanston, county of Uinta and state of Wyoming, at 12 o'clock noon on Monday, October 14th, 1912, for the following purposes, to wit:

1. To consider and act upon the action of the board of directors of said company in adopting a resolution authorizing and directing:

(a) The issuance and negotiation by this company of a series of gold bonds aggregating one million (\$1,000,000.00) dollars, to be dated October 1st, 1912, due five years after date, drawing interest at six per cent per annum, interest payable semi-annually on the first days of October and April of each year, said bonds to be subject to call by the company at any time after three years from date on any interest payment date, and convertible into the capital stock of this company at the option of the owner at any time on or before October 1st, 1915.

(b) The execution and delivery by this company to a trustee of a mortgage upon and deed of trust of all of the property both real and personal now owned, or which shall at any time during the life of said mortgage and deed of trust be owned by this company to secure the payment of all sums evidenced by or to become due under said bonds or any thereof, excepting and reserving only from said mortgage and deed of trust shares of the capital stock owned by this company in other corporations.

2. To consider and act upon the form and terms of the bonds so to be issued and the mortgage and deed of trust to be executed, all of which is fully set forth in said resolution of the board of directors, and a full and complete